



TRANSIT RECOVERY TASK FORCE

TO: Blue Ribbon Transit Recovery Task Force

DATE: June 24, 2021

FR: Steve Kinsey, CivicKnit

RE: BTRTF Meeting #13 Summary

Mutual Understanding from Task Force Meeting #13 (May 24, 2021)

1. The Task Force unanimously agreed to a list of near-term network management roles and responsibilities to be evaluated by the consultants.
2. The Task Force unanimously agreed that MTC's ongoing customer-focused initiatives related to fare integration, mapping and wayfinding, bridge corridor bus priority improvements and the Caltrans Rail Partnership and Governance Assessment grant should proceed as currently organized.
3. The Task Force agreed that the consultants can identify how best to consider mega-projects going forward.
4. Polling support for improving transit was reliability, frequency and connectivity was exceptionally strong.

Additional Information requested to be included in a future Task Force Meeting:

1. Explain the form of the Evaluation consultants' governance recommendations
2. Present specific revised Station Hub Design Review description per Commissioner Papan

Identified Concerns

1. There were contrasting opinions regarding consideration of mega-projects at this time.

Meeting Summary

Chair Sperling began by welcoming the consultant team, led by VIA Architecture, who will be evaluating the BRTF's Network Management alternatives. He expressed appreciation for Task force members who submitted alternative structure proposals for consultant consideration. He mentioned upcoming events related to the Task Force, including expanded review of EMC Research's recent transit polling, large and small transit board meetings and the Network Management Ad Hoc Working Group workshop. He acknowledged the letter jointly submitted by several Task Force members calling for a post-BRTF advisory committee to guide the business case evaluation and implementation of the Action Plan, and expressed agreement that such a body would be important. Chair Sperling also presented a Resolution in honor of SFMTA Director Tumlin's editorial on getting "stuff" done.

Chair Sperling then shared that the California legislature made AB629 a two-year bill and invited Assembly Member Chiu to speak. Mr. Chiu expressed disappointment that his bill would not proceed this year, but mentioned that it provides more time to work out specifics on the

customer-facing improvements and test how much progress can be made without statutory change. He highlighted that EMC Research's survey results show unprecedented support for making transit more convenient and accessible.

MTC Executive Director, Therese McMillan presented the agency's transit customer experience initiatives update. She emphasized the importance of clarifying MTC's existing authority MTC and any additional authority needed to effectively implement these specific projects. The Fare Coordination and Integration Task Force will submit its recommendations this Fall, specific Mapping and Wayfinding pilots can begin during the 1st year of the Action Plan, several bus priority capital projects can begin construction in 2022 if funding is secured and the rail governance grant will be organized so that its recommendations integrate with adopted Action Plan reforms. She supported multi-agency transit management integration being done by SCTA and asked the BRTF to endorse and advance these MTC initiatives.

Task Force comments included Secretary Kim reporting the Governor's May Revise includes \$2.5B for transit capital investments. Others mentioned the urgency of addressing these initiatives, supporting more funding, creating better connections between the Action Plan and the regional rail grant, appreciating the continued operator collaboration and making wayfinding projects a high priority. Public comments supported fare integration work and linking BRTF and regional rail.

The facilitator introduced the VIA Architecture consultant team. They described their experience, the value of recent BRTF member interviews and their approach. They identified a four-step process that addresses the Why, What, How and When, crediting the BRTF with mostly completing the first two steps. They will document the rationale behind them, define "accountabilities" associated with the individual roles and responsibilities and develop evaluation criteria. They recognized that limited time and the detailed business case evaluation made it uncertain whether they would identify a preferred governance structure to advance. Task Force comments encouraged specific recommendations and noted that the diversity of the region requires different considerations for specific locations.

The facilitator led the Task Force through final review of its near-term priority Network Management Roles and Responsibilities. He cited potential addition of "Marketing/Public information" to the list based on BRTF direction in April and "Capital Project Prioritization" and "Funding Advocacy" based on VIA's recommendation after review of BRTF work. Members discussed whether to add these roles, the importance of hub stations' design and whether to keep mega-project delivery and oversight part of the consultant evaluation.

A motion was made and seconded to approve the draft list, amended to include "Marketing/Public Information", "Capital Project Prioritization" and "Funding Advocacy" and a revised Hub Station Design Review definition as stated by Commissioner Papan.

A substitute motion was made and seconded to remove Mega-project Delivery and Oversight from near-term Network Management Roles and Responsibilities, leaving in place the balance of the original motion. Discussion between the Chair and the makers of the motion clarified that the consultants could discuss the best venue for further evaluation of the responsibility. The substitute motion passed unanimously. The Initial definitions describing the roles and

responsibilities have been updated to reflect the Task Force's actions and updated Outcomes (see Attachment A).

As the final matter, EMC Research addressed the results of recent public opinion polling and focus groups being done within a larger research effort to collaborate on a return to transit campaign. Across all sources, there was a very strong endorsement of rebuilding with a more integrated transit system that has reliability, frequency and connectivity across service areas. A more detailed, public review of the information was planned later in the week.